



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: PD-1

June 29, 2010

TO: Each Supervisor

FROM: Gail Farber  
Director of Public Works

**CALIFORNIA HIGH SPEED RAIL AUTHORITY  
TECHNICAL WORKING GROUP IN THE COUNTY OF LOS ANGELES  
MAY 17, 2010, MEETING SUMMARY**

The California High Speed Rail Authority (HSRA) is proposing a High Speed Train project between San Francisco and San Diego. To allow cities, regulatory agencies, and the County to advise the HSRA about the project, Technical Working Groups were formed in Los Angeles, San Bernardino, Riverside, and San Diego Counties to discuss the segment between Los Angeles and San Diego. Each of the four Technical Working Groups meet on a regular basis to review preliminary concepts and designs prior to public submittal and to provide input regarding design and environmental aspects of the project. The following is a summary of the May 17, 2010, Los Angeles County Technical Working Group meeting. The meeting presentation and agenda are included as Attachment A.

The objective of the meeting was to solicit input from the stakeholders on the latest information available regarding alignments, design options, station locations, and to add design options or station locations that should be considered. The material presented for evaluation was conceptual and would be further refined prior to public distribution. The next steps would be to summarize the advantages and disadvantages of each conceptual alignment and station location.

The HSRA presented five options of the High Speed Train routes that include horizontal and vertical alignments (elevations) and six station plan options for evaluation. These alignments are (1) Interstate 10 between Los Angeles Union Station and Interstate 605, (2) State Route 60 and Interstate 605 between Los Angeles Union Station and Interstate 605, (3) the Metrolink San Bernardino Line right of way between Interstate 605 and Pomona, (4) Interstate 10 between Interstate 605 and Pomona, and (5) adjacent to the Union Pacific Railroad right of way between Los Angeles Union Station and Pomona. Within these alignments, there are various options for above ground, at grade, and below ground placement.

Comments regarding the alignments generally focused on impacts to residential communities; the height of the elevated structure needed in order to clear freeway interchanges, overpasses, and other obstructions; environmental challenges related to sensitive ecological areas and hazardous waste sites along some of the alignments; and the amount of below ground operations necessary in order to avoid impacts to residences and sensitive community facilities. Union Pacific Railroad reiterated their concerns with High Speed Train operation within or directly adjacent to their right of way. There was a desire expressed to route the High Speed Train into more commercial areas and avoid displacement of communities.

Detailed location maps were presented for the proposed stations, which consider technical constraints of the High Speed Train that require long stretches of straight track at each station. The six locations being evaluated are (1) central El Monte, north of the Interstate 10 freeway, (2) in the vicinity of the Interstate 10 and Interstate 605 freeway interchange, (3) West Covina, (4) Covina Hills near Cal Poly Pomona, (5) City of Industry Metrolink station, and (6) downtown Pomona.

Comments regarding the stations focused on the footprint required for the stations and possible access disruption to existing commercial areas adjacent to the station and connections between the stations and existing public transit. The proposed stations in Covina Hills and near the interchange with Interstates 10 and 605 were also discussed. The HSRA stated that the reason for the placement of the Cal Poly Pomona station in Covina Hills was due to the curvature of the track and the desire to avoid placing a station near the San Jose Fault. Participants suggested evaluating a station in La Puente and at the proposed football stadium site in the City of Industry.

Each Supervisor  
June 29, 2010  
Page 3

Participants in the Technical Working Group also expressed a desire to see the Preliminary Alternatives Analysis report prior to public review, to ensure that agency comments during the Technical Working Group sessions were expressed. Therefore, a Technical Working Group meeting will be scheduled prior to the release of the Alternatives Analysis report in August 2010. The HSRA offered to schedule individual meetings with local jurisdictions that had further questions or comments on the alignment prior to release of the Alternative Analysis report. Once the report is released, the HSRA Board of Directors will select the alignments and stations that will be subject to further review.

HF:pr

C100897  
P:\pdpub\Federal\RAILROAD\High Speed Rail\HSR TWG May Board Report.doc

Attach.

cc: Supervisor Gloria Molina (Nicole Englund)  
Supervisor Mark Ridley-Thomas (Dan Rosenfeld)  
Supervisor Zev Yaroslavsky (Maria Chong-Castillo)  
Supervisor Don Knabe (Aaron Nevarez, Curt Pedersen)  
Supervisor Michael D. Antonovich (Michael Cano)

bc: Programs Development (Doudar)



Los Angeles to San Diego  
via the Inland Empire Section

LOS ANGELES COUNTY  
Technical Working Group Meeting

Alternatives Analysis  
Conceptual Engineering  
Draft Environmental Impact Report/Draft Environmental Impact Statement

May 17, 2010

# Today's Agenda

- Welcome  
**Alex Clifford, Metro**  
**Rich Macias, SCAG**
- Introductions  
**All**
- Meeting Objective & LA-SD Section Update  
**Jose Martinez, CHSRA**  
Regional Manager
- Process of Meeting & Next Steps  
**Genoveva Arellano, LA-SD**  
Outreach Manager
- Break-Out Groups  
**LA-SD Team & TWG**
- Group Presentations  
**Group Leaders**

# Meeting Objective & LA-SD Section Update

# Meeting Objective

- Provide input on the latest engineering plans and profiles:
  - Alternative alignments
  - Design options
  - Station locations
  - Guideway placement
- Add Design Options that should be considered
- Provide any other comments

# HST Statewide Program

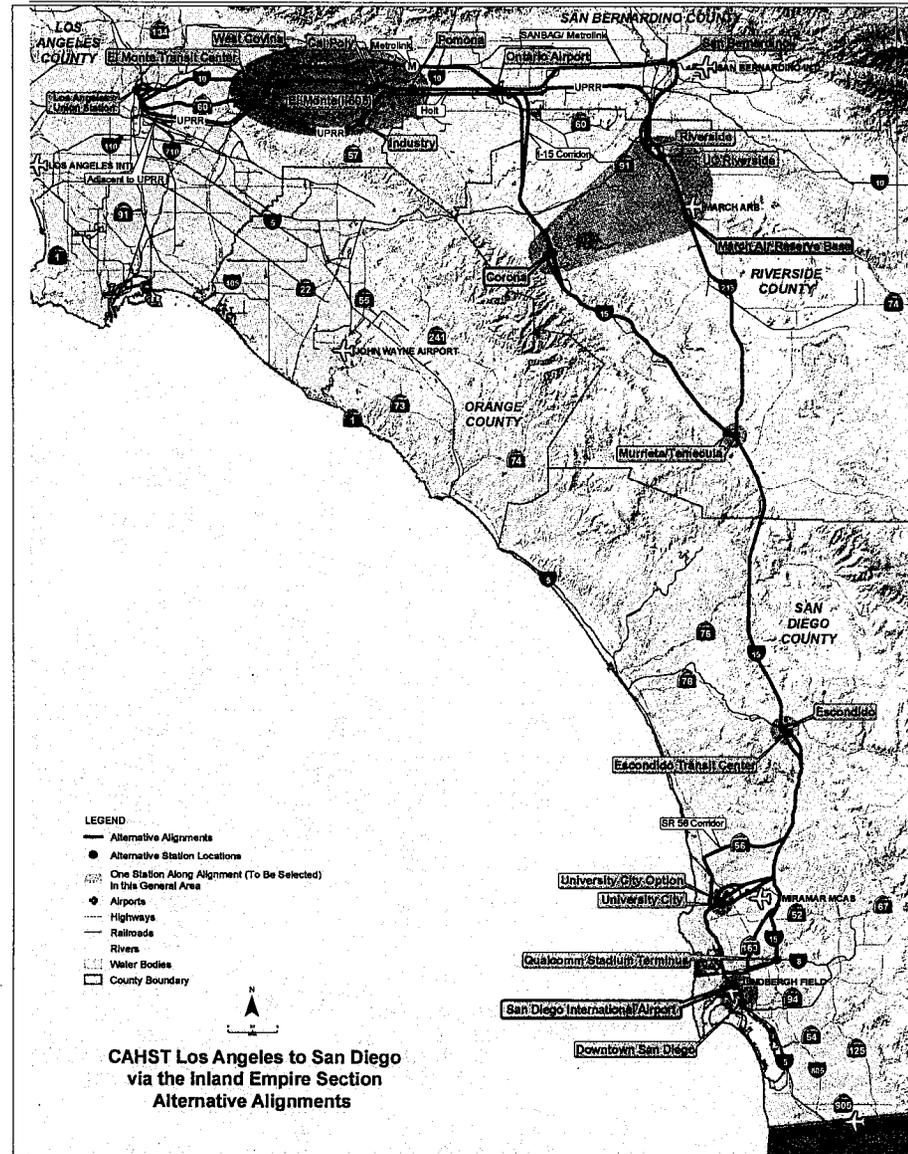
California High-Speed Train Map, Statewide Overview

- LA-SD via the Inland Empire is 1 of 9 Sections in the state
- We have three Sections in Southern California:
  - LA-Anaheim (Phase 1)
  - LA-Palmdale (Phase 1)
  - LA-San Diego (Phase 2)
- So far, only planning funds have been committed to LA-SD
- Current PRIIA application: potentially \$8M for LA-SD

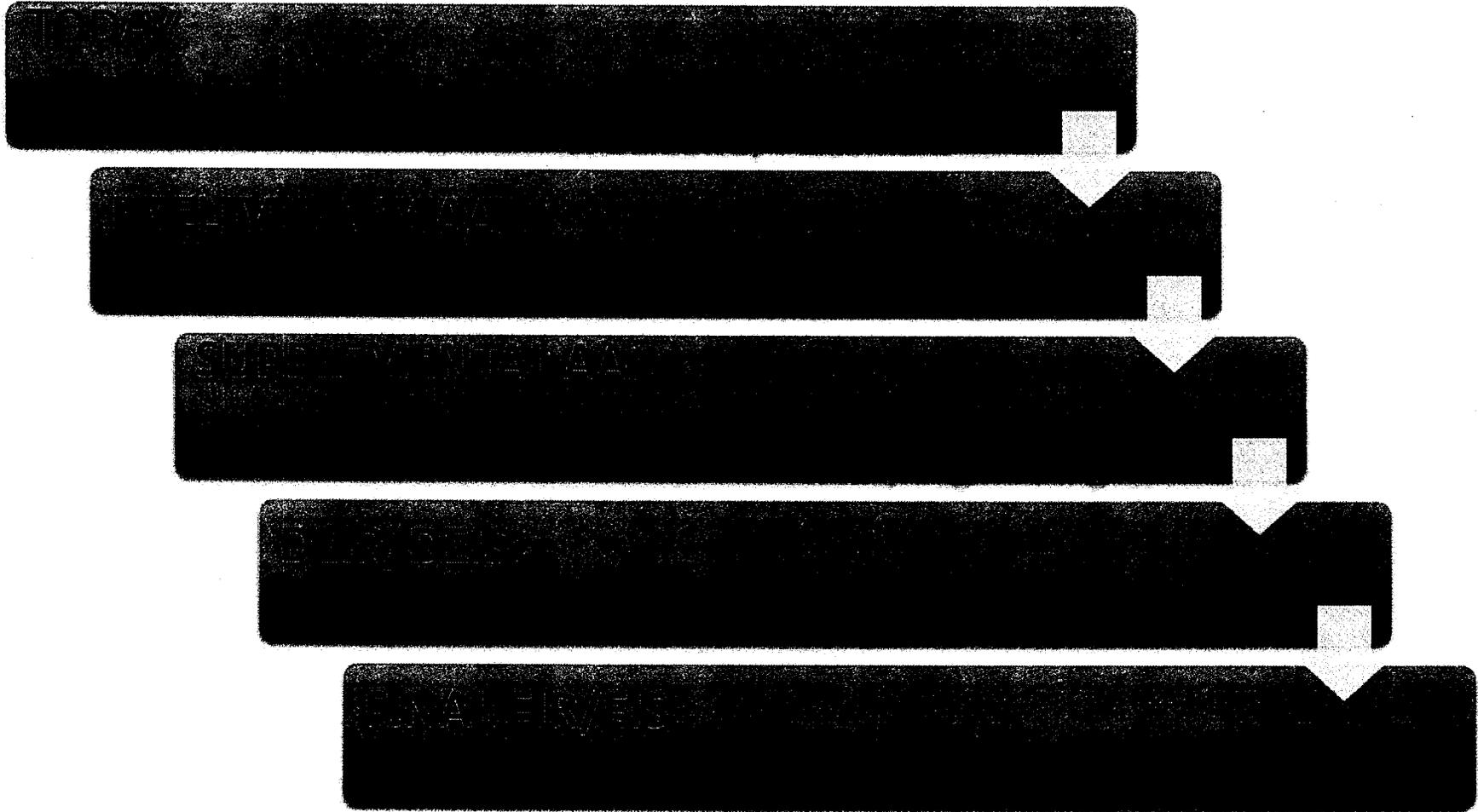


# Current Alternatives – May, 2010

- Current range of:**
  - Alternatives
  - Design options
- Prepare Preliminary AA Report & Project Description**
  - Conceptual engineering
  - Environmental constraints analysis
- Collaboration on:**
  - Los Angeles Union Station Hub
  - San Diego Intermodal Transportation Center
  - Intermediate Stations
- Continue coordination with:**
  - So Cal ICG
  - Caltrans
  - Transit agencies
  - Environmental resource agencies
  - Technical Working Groups (TWGs)
  - Cities



# LA-SD Process Overview



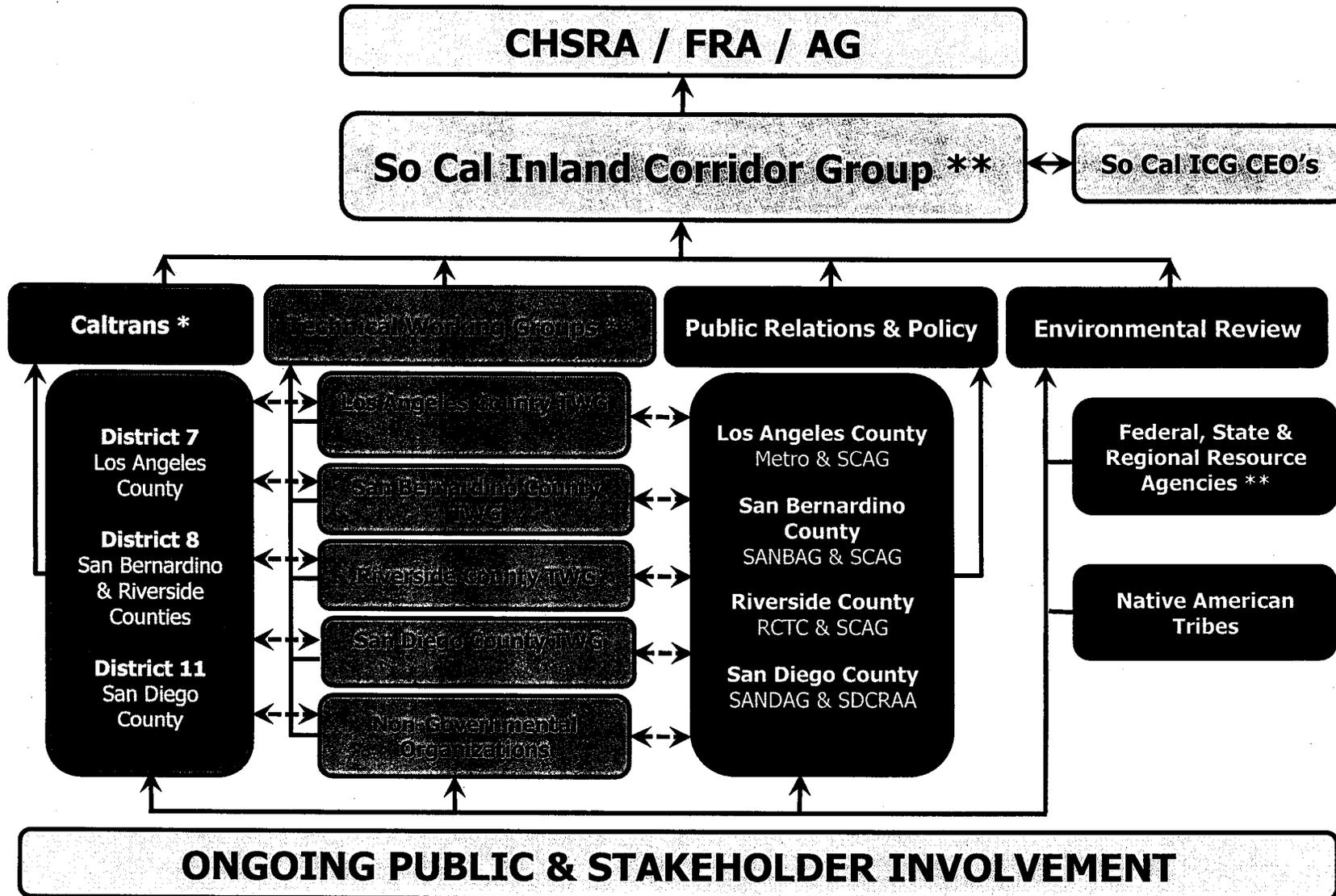
# LA-SD Section Timeline Overview

Description	2009	2010	2011	2012	2013/2014
Notice of Intent/Notice of Preparation (NOI/NOP)	■				
Scoping Process Scoping Meetings	■	■	Shortlist (Preliminary & Supplemental AA)		
Alternatives Analysis We are here		■			
Draft Project Description			■		
15% Engineering			■		
Environmental Technical Reports			■		IPA*
Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS)			■		
30% Engineering				■	
Final EIR/EIS (Responses to Comments)					■
Record of Decision/Notice of Determination (ROD/NOD)					■

\* Locally Preferred Alternative

*Schedule subject to change based on available funding.*

# Ongoing Consultations



\* Denotes FHWA Cooperating Agency Status

\*\* Denotes Participating Agency status except for USACOE (Cooperating Agency)

# Today's Meeting Process

# TWG Involvement

1. Nov./Dec. '08 Kick-Off Meeting; Present Program Alternative
  2. February '09 Early collection of input on Program Alternative
  3. July/August '09 Present Revised Alternatives for Scoping
  4. December '09 Post-Scoping Comments
  5. May '10 (today) Input into Preliminary AA Report (alternatives identified for further consideration)
- AUGUST 5, 2010 RELEASE OF PRELIMINARY AA REPORT
6. Oct./Nov. '10 Input into Supplemental AA Report (alternatives identified for inclusion in DEIR/DEIS)
- JANUARY 6, 2011 RELEASE OF SUPPLEMENTAL AA REPORT

# Alternatives Analysis Reports

## 1. PRELIMINARY

- Initial development of alternatives with stakeholders (TWG) & public input
- Conceptual engineering, right-of-way and environmental constraint studies (GIS-based)
- Recommend “shortlist” of alternatives and design options to carry forward
- CHSRA Board Briefing on August 5, 2010

## 2. SUPPLEMENTAL

- Revisions to Preliminary AA Report and CHSRA Board direction
  - Public
  - TWGs & Cities
  - So Cal ICG
  - US Army Corps & US EPA
  - Native American Tribes
- CHSRA Board Briefing on January 6, 2011
- Final list of alternatives and design options for DEIR/DEIS

# TWG Input Today

1. Review of engineering plans and profiles
2. Review “Preliminary Alternatives/Design Options Comparison Summary” matrix
3. Receive your input on worksheets today
  - Ensure consistency with your local plans
  - Identify any problem areas
4. General comment cards by June 4, 2010

# Break-Out Groups

- Break-out groups by Geography:
  - Alternatives
  - Design options
  - Station locations
  - Guideway placement
- Separate group for Station Area Plans

# TWG Input Today & Beyond

- Worksheets – Turn in today
  - Comment form by June 4, 2010
  - One-on-one meetings, as needed
  - Ongoing TWG meetings
  - Public Open Houses
- 
- Ongoing communications with cities and local stakeholders

# Break-Out Groups

- |    |                        |                        |
|----|------------------------|------------------------|
| #1 | I-10 Freeway – West    | LA to I-605            |
| #2 | State Route 60 Freeway | LA to I-605            |
| #3 | UPRR & UPRR Adjacent   | LA to Pomona           |
| #4 | Metro/Metrolink        | I-605 to Pomona        |
| #5 | I-10 Freeway – East    | I-605 to Pomona        |
| #6 | Station Area Plans     | All LA County Stations |

*Please participate in the group(s) relevant to your city/agency.*

# **CONCLUSION:**

## **Group Presentations**

**Re-convene at 11:30 a.m.**  
**to review major comments from**  
**each break-out group.**